

# THE CHINOOK ADVANCE

Vol. 22

Chinook, Alberta, Thursday, May 30th 1940

NO

Mr. and Mrs. H. Stewart and two little daughters of Rainier, Brooks district, were guests of Mr. and Mrs. E. C. Pfeiffer this week.

Miss J. Demster of Excel was a Chinook visitor over the week end.

Mrs. F. Otto returned from Calgary on Tuesday after having spent a week with her daughter, Mrs. P. R. Dobson.

Mr. and Jas. Aitken and small son of Bowden, spent a few days visiting with the latter's parents, Mr. and Mrs. W. S. Lee.

Mr. E. C. Pfeiffer was a Calgary visitor for a few days this week returning on Wednesday.

Mr. Charyk and Bill Youell visited over the week end at the home of the latter's parents at Alsask.

Mrs. A. Czerkas and daughter Mary, were Calgary visitors returning Friday.

Mr. C. E. Neff of Drumheller was a town visitor this week.

Miss MacDonald was an Alsask visitor over the week end the guest of Miss MacLean.

Mr. A. V. Youell of Alsask, and Mr. Tilley of Oyen were Chinook business visitors on Wednesday.

The Canadian Red Cross has issued an urgent appeal to all branches for woolen blankets for use at clearing stations and in hospitals in France. Blankets must not be stained or threadbare. Flannellette blankets not required and blankets must be of wool. All residents, members and others of this district are urgently requested to look over their supply.

## FOREIGN EXCHANGE ACQUISITION ORDER

### SPECIAL NOTICE

Subject to certain exemptions, the Foreign Exchange Acquisition Order requires every resident of Canada who had any foreign currency or foreign currency deposit in his possession, ownership or control on May 1st, 1940, regardless of amount, to sell the same to an Authorized Dealer (chartered bank) on or before May 31st, 1940.

Unless an extension has been granted by the Board, any resident who has not complied with the terms of the Order on or before May 31st, 1940, will be in default and subject to the penalties provided in the Order.

The Order does not require the sale of foreign securities.

Further information and particulars may be obtained from any branch of a chartered bank.

FOREIGN EXCHANGE CONTROL BOARD

## A Challenge To Democracy Devotion

Canadians today are being asked to buy War Savings Certificates. What does this mean? It means this: That our answer will be the measure of our real devotion to democracy. To freedom.

We have been told that democracy is decadent. That our ideals of freedom are meaningless. That our way of life cannot compel the devotion that goes to the totalitarian creed.

War Savings Certificates can answer, and powerfully, to that indictment. To the extent that we buy them we will tell whether or not devotion to democracy and liberty does exist: whether there exists the reality of democratic responsibility, of democratic loyalty, of democratic unity.

In France today the watchword is: Advance or die. In England Mr. Churchill exclaims: "I offer you blood, tears, toil and sweat". And he adds: For all that Britain means, I appeal to you. . . . We must save ourselves from the black night of barbarism.

In coming weeks, the people of this country have the chance of showing whether, their thought of freedom's meaning, their understanding of the meaning of this terrible conflict, is as deep and real as that of the peoples of Britain and France.

The real challenge of War Savings Certificates is the challenge of whether the discipline of the lash is as powerful as the discipline of freedom.

Let Canadians, by buying these War Savings Certificates, by answering with all and the least of their means the great cry for help that goes up, show how strong is the discipline of freedom. Let them determine that it will be remembered in years to come that Canada did not vent its anger at brutality and injustice solely in words and gestures, but that it turned at least a part of it into sacrifice for freedom in freedom's hour of dire need.

The Ladies Card Club held their weekly bridge at the home of Mrs. Targett. Winners Miss Otto and Mrs.

## Chinook Beauty Parlor

Ladies and childrens Boots & Shoes. It is important that growing feet have well fitted shoes.

Needlework, Embroidery and Embroidery Threads.

## I. H. C. & John Deere

IMPLEMENTS and REPAIRS

Maple Leaf FUELS, Oils & Greases

ELECTRIC & ACETYLENE

Welding

FARM SUPPLIES

COOLEY BROS.

Chinook, Alta.

Phone 10

On Sale Now!

## WAR SAVINGS CERTIFICATES

A direct obligation of the Dominion of Canada

"Since the momentous day of last September, hundreds of thousands of Canadians have been asking themselves, 'What can I do to help win the war?'"

"One answer is, 'By saving!' Every man, woman and child in the Dominion can now make a direct and continuing contribution to Canada's war effort by saving not only his dollars, but also his nickels, dimes and quarters to buy Canada's War Savings Certificates."

*W. H. Barrow*  
MINISTER OF FINANCE.

**WAR SAVINGS CERTIFICATES:** are repayable in seven and one-half years. If you hold them to maturity, you will receive 3% on your money — your investment will increase by 25%. They are sold as follows:—

For a \$5 certificate you pay \$4  
For a \$10 certificate you pay \$8  
For a \$25 certificate you pay \$20  
For a \$50 certificate you pay \$40  
For a \$100 certificate you pay \$80

**TO FIT ANY BUDGET:** You can take advantage of this patriotic and profitable savings plan, whether your savings are measured in dollars or in occasional nickels, dimes and quarters. Canada's War Savings Certificates are expressly designed to appeal to the man or woman of modest means who cannot afford to subscribe to war bonds of larger denominations, but who desires to do something tangible to assist the Country's war effort.

**CHILDREN TOO:** Even children can purchase War Savings Certificates, using their coppers, nickels and dimes to buy War Savings Stamps at 25c each. Sixteen of these stamps will buy one \$5 Certificate.

**DEVELOP THE SAVING HABIT:** You can purchase as many War Savings Certificates as you like, up to \$500 maturity value in any calendar year. Buy them when you wish — buy them often. Remember, systematic saving is successful saving — and your Country needs your money.

**REGISTRATION:** Each War Savings Certificate is registered in one name only, and is not transferable.

**REDEMPTION:** War Savings Certificates cannot be called for redemption by the Government prior to their date of maturity. The owner, however, has the option, after six months, of redeeming his certificates for cash at fixed redemption values. In urgent cases, advance notice will be waived.

*You too can SERVE — by SAVING!*

Get your War Savings Certificate or Stamp Card today. Your employer will gladly arrange to make weekly deductions from your wages to buy War Savings Certificates.



Complete information and application forms at  
**BANKS, POST OFFICES AND DEALERS**

## Chinook Hotel

A Home Away From Home

Try Our Meals

GOOD ROOMS

at a reasonable price

Your Patronage Will Be Appreciated.

W. H. Barrow

Prop.

## Chinook Meat Market

Fresh & Cured Meats, Fish and Sausages. Hams & Bacon of all brands at popular prices.

All Poultry Supplies

Use Chick Starter for Young Chicks.

We are buyers of Hides and Horse Hair at Market Prices.

Mail orders and orders taken at Phone Office will be carefully attended to.

J. C. Bayley Prop.

WHAT CHEW  
LASTS LONGER?

THAT'S EASY  
-BIG BEN!

**BIG BEN**  
The PERFECT Chewing Tobacco

### A Ponderous Tome

A ponderous tome, comprising nearly a thousand pages, to say nothing of innumerable appendices, statistics, the report of the Royal Commission on Dominion-Provincial relations provides plenty of food for thought and a lot of material for discussion, and it is a reasonable conclusion that it will occasion a great deal of talk before its recommendations are implemented.

It is safe to say that no more important document has been presented to the nation since Confederation and it requires little reflection to state that it is high time that some of the changes recommended by Mr. Sirs and his colleagues were put into effect. A lot of water has flowed under the bridge in this rapidly growing country since the date when the provinces were welded into a great geographical entity—Canada—by the fathers of Confederation in 1867.

Though the fathers of Confederation can be credited with a great deal of wisdom and some foresight when they allocated to the Dominion and its provinces their several spheres of jurisdiction, even they could not have been expected to predict the immense growth, the great changes, the enormous diversity and scope of problems which would come about in less than three quarters of a century. The truth of the matter is that the country has outgrown the rules and regulations laid down for its guidance and the conduct of its affairs, though those rules and regulations were admirably suited to its needs at the time they were formulated.

As a result of these great and in many cases unpredictable changes, and of the changed conditions under which the national, provincial and municipal governments have to operate to-day, the clothes which clad the 'lusty infant' in 1867 are likely to choke the full grown adult of to-day. Hence new clothes must be cut and fashioned to suit the requirements of the present.

#### Favorable Reception

While it is yet too early to pronounce any conclusive opinion on the recommendations of the Sirs Commission as a whole, its general tenor appeared when first released to meet with a favorable reception in the west by those who might be expected to be competent to give an opinion on such weighty subjects and based solely on newspaper summaries of the contents of the document.

Certainly there can be no two opinions on the recommendation that the Federal government assume full responsibility for unemployment relief, though municipal men are inclined to question the decision that this responsibility should be confined to the employables, on the ground that the unemployable jobless have multiplied enormously during the depression decade. It can be safely assumed that strong pressure will be exerted to secure a greater measure of federal aid, if not full responsibility, for the unemployable on relief.

On the first appearance of the summary of the report municipal men were also inclined to look askance at the absence of any definite recommendations for relief from municipal indebtedness. It may be presumed, however, that the Commission took the view that this was not a matter for a body dealing with Dominion-provincial relations, since the municipalities are creatures of the respective provinces which set them up and that this is a matter which the provinces should deal with themselves. No doubt, also, it was felt that the financial relations between the municipalities and the provinces are so variable in different parts of the country that the Commission should not delve into this subject beyond making a recommendation that the provinces assume a greater measure of control over municipal finances.

#### A Secondary Consideration

While, as already stated, it is high time that the country receive such a report as that submitted by the Sirs body and make some changes in the constitution in the direction of better division of government to the present day requirements of the country and its constituent parts, it is unfortunate that it comes at a time when the nation is bending all its energies to the prosecution of a war, which is evidently to be waged to a finish.

The term "unfortunate" is used, because, while such important measures as those recommended by the Royal Commission are not to be treated lightly; in fact, deserve and should have the most serious and thoughtful consideration before action upon them is taken, if time is taken by the national government and those of the provinces to such questions at the present time it might detract somewhat from the country's war effort. On the other hand, the financial relationships between the Dominion and the provinces are too important to be dealt with hastily and without a full quota of discussion.

In view of the fact that this country is now engaged in a struggle for its very existence, it may be necessary to delay action on the report until such time as more attention can be given such problems without running any risk of interfering with a matter of even greater importance.

#### Appeal For Funds

D. H. Gibson, of Toronto, Dominion president of the Navy League of Canada, announced that a Dominion-wide appeal for funds to carry on the work of assisting men of the British and Canadian navies and the mercantile marine, will be launched the latter part of September. Gibson said the appeal will be made to Canadians on behalf of the work in Britain as well as in Canada.

#### Missed This One

The Fort William Times-Journal says Scotsmen have given their names to a number of things of every day use, which are no longer printed with capitals. We wear mackintoshes, we drive on macadamized roads, and protect the backs of our chairs with anti-macassars. No Scotsman, however, has arisen to lay claim to the invention of the stuff named after MacAroni.

#### Would Reproduce Naval Fight

The British government is considering an animated reproduction of the battle of the river Plata to be put on at the New York world's fair, Cecil M. Pickett, commissioner-general for Great Britain at the fair, said. Three British light cruisers defeated the 10,000-ton German pocket battleship Graf Spee in the famous action.

#### Air Pilots

Fighting Airman Said To Usually Have Blue Eyes

Good fighter pilots in the air usually have blue eyes. This is not a matter of mere coincidence. Scientific tests, carried out with the object of finding the ideal fighter-pilots have proved it. All pilots must be of good sound stock and must pass a strict medical examination. This includes tests to find whether the applicant can withstand the strain of flying in all climates and all altitudes. Eyesight must be first class with correct color vision and muscular balance.

The ears, nose and throat examination also is severe. Good hearing is essential, variations in the sound of the engine may be important, and a pilot must be able to hear messages coming through his earphones under any conditions of noise.

But is the man's general characteristics which are the real pointers. Good fighter pilots vary a great deal in appearance—in height—in chest measurement and in purely physical characteristics—but they all have something in common. This is a quality which indicates good mental and physical stamina.

As to whether the color of the candidate's eyes is any real guide, medical authorities are doubtful, but while brown or gray eyes go with a sympathetic temperament, the steely blue denote the independent, combative nature of the ideal fighter pilot.

#### Maybe Queen Set Style

Parasols Have Come Back Into Fashion After Many Years

Parasols are coming back with summer fashions in the greatest numbers since the '90's, style accents in the fashion mart report.

In Manhattan's largest shops they are hailed as "tremendous news" and are being shown in gayer designs and fabrics than the '90's ever knew.

What's behind the parade nobody seems to know. Some lay it to the influence of Queen Elizabeth's visit to Canada and the United States last summer. Others say it's just part of the general trend.

#### SELECTED RECIPES

##### STEAMED ALL-BRAN BROWN BREAD

1 cup Kellogg's All-Bran  
1 cup sour milk or buttermilk  
1/2 cup raisins  
1 tablespoon molasses  
1/2 cup sugar  
1 cup flour  
1 teaspoon soda  
1/2 teaspoon salt  
Combine All-Bran, milk, raisins, molasses and sugar. Sift flour with soda and salt. Add to first mixture, stirring until flour disappears. Fill greased cans two-thirds full; cover tightly and steam for three hours. Yield: Two loaves (1-lb. cans).

##### SALMON CASSEROLE

4 tablespoons butter or other shortening  
3 tablespoons flour  
2 cups milk  
2 cups cooked salmon  
1 cup cooked or canned peas  
2 teaspoons scraped onion  
Salt and pepper

Make a cream sauce with butter, flour and milk. Season to taste. Drain salmon; remove skin and bones and flake. Add salmon, peas and onion to sauce. Turn into greased casserole. Cover with Christie's Premium Soda Crackers which have been buttered with lemon butter (a little lemon rind and juice added to butter). Place under low broiler heat until crackers are a delicious brown. Serve immediately.

##### Indissoluble Union

"The British Empire and the French Republic are now joined together in indissoluble union so that their high purposes may be accomplished and immense progress has been made in almost every direction in strengthening their forces in improving their defenses and adapting their whole economy and way of life to the service of the common cause."—The First Lord of the Admiralty.

### LOOK OUT FOR YOUR LIVER

It may be the cause of your troubles. Buck it up the right way, with Fruit-A-Tives. Feel grand.

Your liver is the largest organ in your body and most important to your health. It pours out bile to digest food, gets rid of waste, stores energy, allows the proper nourishment to reach your blood. When your liver gets out of order food decomposes in your intestines. You become constipated, stomach and kidneys can't work properly. You feel "fuzzy"—headache, backache, dizziness, drag out all the time. Relieve yourself of these miseries, as thousands have—by taking Fruit-A-Tives, for 25 years Canada's largest selling liver remedy. Fruit-A-Tives stimulate your liver, bring prompt relief—make you feel like a new man. Get Fruit-A-Tives at your druggist's today, 25c.

**FRUIT-A-TIVES** Liver Tablets

#### An Interesting Test

Experiments To Determine Whether Hot Water Freezes Faster Than Cold

Does hot water freeze faster than cold water? This has been a subject of much controversy among laymen. Now the scientists have entered the discussion, with conflicting findings. To the physicist there is just one answer: If the experiment is performed under ideal conditions—that cold water will freeze faster than hot. But in practical experiments it is not always possible to attain ideal conditions, and consequently inconsistencies, real or apparent, develop out.

It was pointed out in the discussions that hot water evaporated faster than cold, and that if the experiments were started with equal amounts of water the hotter one would soon become much smaller, and that this would aid it in freezing quicker.

Two series of experiments were made by Dr. G. Wakeham, of the University of Colorado. He made eight tests. In four of them, 250 cubic centimeters of water at various temperatures were placed in metal cylinders, and in the four others equal amounts of water were placed at the same temperatures in pie tins. The time in which it took each sample to freeze in outdoor temperatures of slightly above zero was recorded.

Water boils at a temperature of 199 degrees, Fahrenheit, at the 10,000-foot altitude, where the tests were made. The times in which the water at different degrees froze in the cylinders were 199 degrees, 54 minutes; 98 degrees, 42 minutes; 69 degrees, 38 minutes; 50 degrees, 37 minutes. When the pie tins were used, a different set of results was obtained. The freezing times were 199 degrees, 31 minutes; 98 degrees, 33 minutes; 68 degrees, 31 minutes; 50 degrees, 29 minutes.

It is interesting to note these figures that the shape of the vessel has a great effect on the freezing time. The boiling water took 54 minutes to freeze when it was placed in a cylinder, but only 31 minutes when placed in a pie tin. When the pie tin was used there was little difference in the freezing time whether the water was at the boiling point or 149 degrees cooler (31 and 29 minutes respectively).

The trouble with most experiments is that they are not made under carefully controlled conditions. Freshly boiled water is in a different state from unboiled water. Heating drives dissolved gases out of water. As water cools it will reabsorb gases. Boiling will precipitate certain dissolved solids. All of these changes make a difference in the rate at which water will absorb heat or give it up.

In scientific tests these factors must be controlled, as well as the air pressure at which the tests are made. The temperature to which the water is exposed must be kept constant, and the specific heat of the vessel in which the water is contained must be considered. When these conditions are observed and the only difference between two samples of water is their temperature, then the cold water will freeze faster than the hot.—By John J. O'Neill in the New York Herald Tribune.

#### Coastal Defence

Civilian Workers Trained To Meet Any Wartime Emergency

Through the close collaboration of provincial governments with the department of pensions and national health, in Ottawa, civilian defence corps in the seaboard provinces of Canada have reached a high degree of organization to meet any wartime emergency arising from enemy raids, sabotage, fire or an explosion in vital ports.

Halifax has a trained corps of 400 civilian workers and 200 air raid wardens, trained by the St. John Ambulance Association.

Similar organizations exist in Sydney, Saint John, Quebec, Vancouver, Victoria, Nanaimo and Prince Rupert.

#### Gaelic And Welsh

Gaelic and Welsh may be spoken freely over the radio in Canada except from all restrictions placed on foreign language broadcasts. Col. R. P. Landry, chief radio censor of censorship co-ordination committee, said at Ottawa. "They are basic languages and essentially British, so now they are in the same category as English and French so far as censorship is concerned," Col. Landry said.

Bicycles in Paris must be licensed, the fee being equivalent to 50 cents.

**BEE HIVE**  
GOLDEN CORN SYRUP

—A Great Energy Food



#### Road Maps

Inventor Has Solved The Difficulties Encountered By Motorists

"Life would be stationary and perhaps dull without the inventors, particularly those men who conceive the little gadgets and edge human progress an inch or two farther along the way."

There is the matter of road maps, they have caused a lot of irritation in their time. Neatly folded, they look innocent enough, but open one up when driving, or have the second person sitting in the front seat do so, and immediately it behaves like a piano accordion that has got out of hand or a horizontal jack-in-the-box that just will not be squelched.

But a man with an inventive turn of mind has done something about this question of "map trouble". He has devised a simple case with two rollers. The map is inserted like a roll of camera film, and a small transparent window permits of easy reading. No more of that struggling in the wind, like a dead waterman off the Horn with a mainsail that refuses to come home to the yard. The map can be read and its routes traced.

Blessings on the inventors of small things!—Hamilton Spectator.

#### The Nazi Creed

"War is no scourge of God but a blessing of God. It is no punishment from heaven, but the eternal fountain of youth from which a new generation is born. This glorious National Socialist principle we have proclaimed loudly at War Easter, 1940, to our nation and to the whole world.—Dr. Ley, in the Angriff of March 28, 1940.

**A GROCER PUT ME WISE,**



"Sure I'm a crank for cleanliness

—but it never occurred to me

that waxed paper should be as

unquestionably pure as food

itself. Thank goodness a

grocer put me wise. From

now on it's Para-Sani—

pure and safe food

protection."

**Insist on**

**Para-Sani**  
Waxed Paper  
Next to Food—its Best

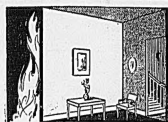
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### FEMALE PAIN

Women who suffer painful, irregular periods with nervous, morose spells due to fat, fatty acids, should find Lydia E. Pinkham's Vegetable Compound simply marvelous to relieve such distress. Pinkham's Compound is made especially to help weak, tired women to get on their feet and enjoy life. Over 1,000,000 women have reported amazing benefits. WELL WORTH TRYING.





## GYPROC FIREPROOF WALLBOARD STOPS FIRE!

Build YOUR walls and ceilings on a safety basis with Gyproc Fireproof Wallboard. Whether new construction, renovations or repairs, Gyproc is the ideal material for walls and ceilings. Just consider these features:

- EASILY AND QUICKLY ERECTED—saves time and labour
- PERMANENT AND DURABLE—therefore economical
- WILL NOT WARP, CRACK, SHRINK OR SWELL
- INVISIBLE JOINTS—panel strips are not necessary
- SMOOTH, DUST-FREE SURFACES—easy to keep clean
- TAKES ANY TYPE OF DECORATION—no monotony
- The LIGHTEST WEIGHT gypsum wallboard made in Canada



Insist on Genuine Gyproc

And GYPROC is FIREPROOF

Gyproc is sold everywhere in Canada. See your local Dealer in Lumber and Builders' Supplies.

Write to our nearest branch for free Gyproc booklet



Gypsum, Lime and Alabaster  
VANCOUVER CHICAGO WINNIPEG MONTREAL

## The Park Lane Mystery

By Edgar Wallace

Copyright, by Edgar Wallace. Serialized by Ledger Syndicate.

### CHAPTER IV.—Continued

The Caller  
Mr. Harlow considered this frowningly.  
"That means nothing. He gives no trouble."  
"No," she said shortly. "I get worried," she went on, "but he's quiet. Who is Mr. Carlton?"  
Harlow drew a quick breath.  
"Has he been here?"  
She nodded.  
"Yes—this afternoon. He asked me if I was Miss Mercy's old maid—she must have died soon after he was born."  
"He's older than that—well?"  
"I thought it was queer, but he said he'd been asked to trace Mr. Sam Marling."  
"By whom?"  
She confessed her ignorance with a look.  
"I don't know; but it was a proper inquiry. He showed me the papers. They were from Eastbourne. I told him Marling was dead. Where?" he said. "In South America," I told him."  
"Pernambuco," emphasized Mr. Harlow, "in the plague epidemic. Humph! Clever \* \* \* and unscrupulous. Thank you."  
She watched him pass into the elevator and drop out of sight, then she went into the second room that opened from the landing. This, too, was pleasantly furnished. Turning on the lights she sat down and opened a big chintz bag. From this she took an unfinished stocking and adjusted her knitting needles. And as her nimble fingers moved, so did her lips.  
"Pernambuco—in the plague epidemic," she was saying.

### CHAPTER V.

Aileen Rivers lived in Bloomsbury, which had the advantage of



truth, it had been one of the sources of irritation of that very unhappy day that she could not quite remember what he looked like. She knew that he was not repulsive and had a mischievous idea that he was rather good-looking, but that his nose was too short. It proved on inspection to be of a fashionable length. His eyes were blue and he was a little older than she had thought. Half her disrespect was based on the illusion of his youth.

"Now ask all your horrid questions," she said as she stripped her gloves.

"Number one," he began. "What did Harlow offer you when I so discreetly withdrew last night?"

"That has nothing to do with the burglar," she answered promptly. "But as it wasn't very important, I will tell you. He offered me a position."

"Where?" he asked quickly. "She shook her head."

"I don't know. We didn't get so far as that; I told him I was perfectly happy with Mr. Stebbings—who, by the way, used to be the tawdry of the Harlow family."

"Did you tell him that?" "He thrust his head forward eagerly."

"He'll Be Furious!" "Why, no—he told me, though of course I knew," she said. "He knew, the moment I mentioned Stebbings' name."

"Was he impressed?" he asked after a pause, and she laughed.

"How ridiculous you are! Seriously, Mr. \* \* \* She paused indignantly."

"Carlton," he muttered; "half-brother to the hotel but no relation to the club."

"You worked that little just last night," she said.

"And I shall work it every night you pretend to forget my name! Anyway, it is a confession of crass ignorance which no modern young woman can afford to make. I am one of the most famous men in London."

"I think I've heard you say that before," she said mendaciously. "Now tell me seriously, Mr. Carlton—"

"Got it!" he murmured.

"What do you want to know about the burglary?"

"Nothing," was the shameless reply. "As a matter of fact, I have saved you a great deal of trouble by supplying headquarters with all the details they need. Your excuse emerges tomorrow; do you know that?"

"To-morrow?" she said, with a little pang of apprehension.

"As Mr. Ellis is going to meet him and take some of the sting out of his anger, I suppose he will be very angry?"

"He'll be furious," said the girl, troubled. And then, with a quick sigh, "I'll be awfully glad when he has 'emerged,' as you call it. He allows me two pounds a week for my trouble, but I can well spare that."

"Arthur might ought to be ashamed of himself to drag you into the light which shines so brightly upon the unjust," he said. "There is only one thing I want to know about him, and perhaps you will tell me that—was your uncle a great speculator?"

"I don't think so. But I really don't know. He never spoke to me about any investments. Is that what you mean?"

"That is just what I mean," said Jim.

He found it difficult to put the question without offense.

"You've had interviews with him, and I daresay you've discussed his business to some extent. I feel a brute asking you to betray his confidence, and I don't suppose for one minute you will. Did he ever talk about foreign gilt-edged investments?"

"American railways, Argentine power stock?"

"She was shaking her head before he finished the question."

"Never," she said. "I don't think he knows very much about that. I remember the first time I saw him at Dartmouth he told me he didn't believe in putting money in shares. Of course, I'm well aware he has money, but you know that, too, and I suppose it is stolen money that he's—"

"Cached—yes," said Jim.

He was very serious.

The first time she had seen him in that mood, and she rather liked him for it.

"Only one more question. You don't know that he is in any way connected with a firm called Rata?"

And, when she confessed that she had never heard of such a firm, his seriousness was at an end.

"DERPO" BUG KILLER 85c. Extremities bedbugs, mites, cockroaches, crickets, fleas, lice, ticks.

"DERPO" RAT AND MOUSE 85c. Harmless to humans, animals, fowl.

At E. J. Simpson, local dealer or Derpo Products, Toronto.

"DERPO" BUG KILLER 85c. Extremities bedbugs, mites, cockroaches, crickets, fleas, lice, ticks.

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directed by Mrs. Aiken, famous Cooking  
Authority. Write, enclosing a label from any  
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THE CANADA STARCH COMPANY LIMITED

### A Hunch

"And that's the whole of the questionaire, back page and everything."

He leaned back to allow the burly waiter to place the dish on the table.

"Sole au bonne femme is good for the tired business girl. Will you have wine or lemon squash, or just the Lord's good water?"

After this he became his old flip-sant self. He made no further allusion to her uncle; and if he talked a great deal about himself, it was interesting, for he talked shop, and Scotland Yard shop is the second most interesting in the world.

He had been an officer attached to the intelligence department during the war, and was one of the three policemen in Scotland Yard who had not walked a beat. He lived at his club.

"To better give you the telephone number in case you ever want me."

He scribbled the address on the back of the menu sheet, and tore off the corner.

"Why should I want you?" "I don't know. I've just got a feeling that you might. I'm a hunch merchant—do you know what a hunch merchant is?"

She could guess.

"Presumptions are my long suit, telepathy my sixth sense, and I've got a hunch \* \* \* perhaps I'm wrong. I hope I am."

(To Be Continued)

### A World In Flames

The Moral Insanity Of The Leaders Of The Nazi Party

No matter what Hitler and his followers have done in the past, there have always been influential groups in the democracies to believe or hope that he would shrink before the last barbarities; that, if nothing else, opinion in his own or neutral countries would stop him from letting loose a war on all civilization that would spare neither the monuments of the past, historic cities nor the homes and lives of peaceful civilians.

Many have found it impossible hitherto to believe the testimony regarding the complete recklessness and irresponsibility, the moral insanity of the Nazi leaders, that have come to us from Rauschning and other observers.

But now we know that they are true; and because of the awful instruments of power and destruction in the hands of these madmen, all the values of European civilization now hang in the balance.—New York Times.

### Material For Parachutes

Product From Silkworm Farm In England May Be Used

Ministry of supply experts are considering using 3,500,000 silkworms to produce silk for parachutes.

The silkworms are maintained at Lullingstone castle by Sir Robert and Lady Hat Dyke, whose "silk" farm has 250,000 mulberry trees and bushes.

The worms' annual product is sufficient to make 200 parachutes, and has passed the official test of 40 pounds to the square inch tensile strength.

A huge river has been discovered off the coast of California. It flows about a half mile under the surface of the Pacific.

Seals form the greater part of the food of polar bears.

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### Not Yet A Fact

Practical Possibilities Of Atomic Power Have Not Been Proved

No immediate likelihood of the isotope of uranium, U-235, speeding battleships across the Atlantic or revolutionizing the power industry, was seen by University of Toronto professors. Coal and gasoline, they believe, will be needed for a long time—and Niagara Falls as well.

"They haven't enough of it to spring a mousetrap, let alone drive a battleship," commented L. Joslyn Rogers, professor of chemistry. "The practical application is not yet a fact and whether it can ever be of commercial value is far from proved."

"Apparently if large enough quantities of it could be secured, it would work," commented H. Grayson Smith, associated professor of physics. "But it exists in such minute quantities that its practical possibilities are a long way off."

An official at the head office of the Eldorado Gold Mines stated that 200 pounds of uranium would be required in order to get one pound of U-235.

There was no truth whatever in the statement that uranium was widely found over the earth's surface. Great Bear Lake and the Belgian Congo had the only real deposits of it, he said.

### Will Come In Handy

New Oil Deposits Have Been Discovered In Southern France

The "plutocratic" democracies, cause of so much Nazi anguish, manage to keep one jump ahead of Hitler's grabs. While the Reich is bowling over neutral set-ups in its quest for war supplies, France does some quiet drilling at home and strikes oil.

Paris reports reveal that new deposits discovered in Southern France may prove large enough to supply the nation's petroleum demands.

France previously had an oil output of more than 500,000 barrels annually, so the latest discovery is not the sort of thing that will cheer petroleum-hungry Germany.

All this conveniently located oil will come in handy for the Allies soon, especially if trouble in the Mediterranean slows up British imports from the Near East.—Windsor Star.

### Information Wanted

The explorer approached the savage chieftain.

"I have come to you from beyond the sunset—from the Great White King," he said.

"Tell me," replied the savage chieftain, "are the gnomes doing anything about these radio programs?"

### Using War Trophies

Scrap metal from Ulster is being shipped to Britain in increasing quantities for war use and the Belfast government was advised that trophies won by Irish troops in the last war will be considered acceptable contributions. Guns, tanks and other "souvenirs" will be forwarded.

—And I Am Blind.



## Firestone CHAMPION

Everything in this great tire is new and different. New Safety-Lock cords have 35% greater heat protection; tread and body have a 27% stronger bond between them; beads are rust-proof and tied in and the new Gear Grip tread has 11% more non-skid mileage. With all these new features Firestone Champion tires do not cost one cent more. Drive in today and put Champions on your car.

Whenever you need new tires first go to your nearest Firestone Dealer. He has a tire in every price class to suit every purse... a tire that will serve you better and save you money.



### Always Looked After

Great Britain Never Forgets Responsibility To Her Dependencies

The Colonial Secretary has presented to the British Parliament a bill which shows the long vision of British statesmanship.

Each year for the next ten years, it is proposed, £5,000,000 will be spent on colonial development in economic and other fields. An additional £500,000 will be to spent annually on colonial research. Moreover £11,264,488 advanced in loans to British colonies in recent years is to be forgiven the debtors, turned into outright grants.

Wars come and go, but the Empire carries on, and the home government's responsibility for the colonies and dependencies never is forgotten.

In time of war there must be preparation for peace—just as, since Hitler set out on his evil campaign of conquest, in time of peace there had to be preparation for war.—Ottawa Journal.

### GEMS OF THOUGHT

#### FIDELITY

Nothing is more noble, nothing more venerable, than fidelity.—Cicero.

A constant fidelity in small things is a great and heroic virtue.—Boswell.

Fidelity is simply daring to be true in small things as well as great.—Henry Van Dyke.

No greater hope have we than in right thinking and right acting, and faith in the blessing of fidelity, courage, patience, and grace.—Mary Baker Eddy.

The talent of success is nothing more than doing what you can do well, and doing well whatever you do, without a thought of fame.—Longfellow.

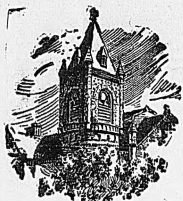
Only they who fulfil their duty in everyday matters will fulfil them on great occasions.—Kingsley.

### Knew How To Advertise

Blind Man Evidently Understood What Would Attract Attention

This story appeared in the Reader's Digest: One sunny May day in Central Park, New York, a blind man was seen tapping for attention with his cane and carrying on his chest a sign: "Help the Blind." No one paid much attention to him. A little farther on another blind beggar was doing better. Practically every passerby put a coin in his cup, some even turning back to make their contribution. His sign read, "It is May

—And I Am Blind.



# CHINOOK UNITED CHURCH

Sunday School 1 p.m.  
Church Service 11:45 p.m.

A cordial invitation is extended to all to share the fellowship and inspiration of these services.

Rev. G. H. Barrett  
Youngstown  
Minister

## RESTAURANT

Meals at all hours

All Kinds Tobacco  
and Cigarettes

SOFT DRINKS and  
Confectionary

ICE CREAM

## Mah Bros

See E. Robinson  
For

DRAYING

Or

TRUCKING

Any Kind

Satisfaction

Guaranteed

COMBINE YOUR  
TRAVEL ARRANGEMENTS  
with the  
Steamship and Rail Tickets  
of the  
**LOCAL AGENT**  
**CANADIAN NATIONAL**  
Rail and Steamship Line

**Pep Up  
YOUR RADIO**  
Specify  
**GENERAL  
ELECTRIC**  
One tested  
**RADIOTRONS**

Paper Submitted by  
E. H. TARGETT, Agent, C.N.R.  
Chinook, Alberta  
Winner of Third Prize in 1939 Competition

In presenting a paper on the above subject I am not unmindful of the fact that much of what I have to say is common knowledge to many engaged in railway transport. I trust, however, that a resume of railway endeavor, whether past, present, or of the future, will encourage further intensified effort on the part of those engaged in this all-important industry.

What is meant by the term "Commercialism" as applied to railways? Perhaps it can be defined as follows:

1. Providing efficient services.
2. Advancing the services which our railways have to offer to prospective merchants and travelers.
3. Placing the rates and conditions under which those services are given.
4. Convincing merchants and travelers that railway service is best suited to their individual needs from the point of view of price, convenience, safety and reliability.

The conditions of trade and commerce and the travelling habits of people change from year to year and it is necessary to give these rates close study if attractive freight and passenger rates are to be maintained. The conditions under which they are granted, involve a continuous process of examination and revision in order to meet changing conditions and the consequent change in the flow of traffic.

Sound commercialism which provides excellent service at economic rates creates transport. It reveals to the trader the advantages to be gained in the development of the new markets, while to the person with leisure and a little money it creates the desire to travel.

The necessity for transport in this large country of ours has placed a heavy burden upon our government in the form of high capital expenditure and to make this capital remunerative ensure a maximum revenue being obtained from all likely sources. We must remember that every dollar received in revenue represents a cost borne by the trades and industry of our country, and because of its magnitude calls for the best commercial organization and policy on the part of the railways in the national interest.

For a great many years no undue consideration was given to railway administration and there was no necessity for that, extra ability so essential today. The railways were a sheltered industry, quasi-monopolistic in outlook, and trade automatically came to them. Then came the depression of 1930 followed almost immediately by intensified highway competition and it is from this date that the commercialism of railways took on a new aspect.

Perhaps in one respect it has been an advantage that the railways have had such a difficult situation to contend with. After all, competition is a great incentive to progress. It has required great effort on the part of the railways to retain and regain business and in many instances courage and foresight have come to the fore. But not only should we be on the alert to retain and regain business, but what is more important, we must be ready to create it. Let us see what has been accomplished in regard to passenger traffic.

In the realm of passenger business it was found no longer possible to continue passenger fares on a basis of 4¢ per mile. This fare was satisfactory as between the railway and the private automobile, but could not compete with the bus, so in 1936 we inaugurated the coach fare of 24¢ per mile and in many cases this has acted favorably towards us. In addition to this new fare one finds an extension of Summer and Winter Tourist Excursions, Bargain fares to Eastern and Western Canada, Local Bargain fares and cheap Periodical Return fares, while Weekend, Sport and Pleasure fares are a further inducement to travel. Some of these tickets combine travel by train, steamship and bus. In Eastern Canada we have the pooling of trains between requires an effective organization to such points as Montreal and Toronto and it is safe to assume that these arrangements are proving to be quite favorable.

Since the advent of highway competition we have seen our trains accelerated in speed. This has been a most difficult proposition made more so by the spread population of our country. An acceleration in train schedules necessitates a first-class track and roadbed and that is only made possible in due proportion to which such expense is recoverable by patronage. Our trains are modern and up-to-date. Re-equipped locomotives have already been placed on important runs. Improvements have been effected in the lighting, heating and ventilating of cars, and these three essentials have been suitably combined in the new air-conditioned coach which is all that can be desired for the pleasurable facility of travel.

Have we exhausted our efforts to create passenger travel? I think not. I feel that weekend and Sunday travel could be more greatly encouraged. Our Provincial pleasure resorts are crying for visitors, and passenger travel is lying dormant, awaiting cultivation. There will have to be taken, but policies of courage and determination will work wonders throughout our country we just have confidence in our efforts.

In the northern part of Alberta the P.R. lines converge on Edmonton with no direct outlet to the Coast. In the southern part of the province the C.N.R. lines converge on Calgary with a direct outlet to the Coast. A through line entails a tedious journey between these two cities. Let each railway grant through fares to the Coast via each other's line so that each can speedily travel which is so essential. It is these little things which detract from our services and makes solicitation very difficult. Little co-operation between each railway would make all the difference.

As railwaymen we pride ourselves in offering courtesy and service to the traveling public, but courtesy alone seems to show that what we really mean is courtesy to all and service to those who can pay for it.

A perusal of the work of the Freight Department is well worth the effort. In this department we find the entire system of LCL rates and charges revised and made more adaptable to our merchants in an effort to offset highway competition. It does not necessarily follow that these rates have added to our economic stability. We find that the true function of the classification has somewhat disappeared. No longer are we charging "what the traffic will bear," nor are we operating on "railway cost of service basis". Nevertheless, we have adapted ourselves to the requirements of transport in general. The facilities for quotation rates is greater now than at any time in our history and a certain elasticity is permitted from head office. Any criticism that our railways are stiff and unyielding in their quotations is immediately dispelled. It is also well to remember, and this is important, that in the lowering of LCL rates, we have not increased rates on those basic commodities, the cheap transport of which is so essential to the prosperity and well being of our peoples. Nevertheless, it is questionable just how long these low priced commodities can be so carried if the movement of the high rated commodities continues by road transport. That there has been no increase already is remarkable and speaks well for the clear vision and broadminded outlook of those in charge of our railway administration.

The first essential in freight transport operation is that the collection, transit and delivery of goods be performed in the shortest possible time and with due regularity. It destroys public confidence more than dilatory transit and irregular collection and delivery. We railroad men may well be proud of our freight LCL service. The adoption of this movement by passenger train, now known as baggage freight service, has met with the approbation of our clients and augurs well for the continued favorable relations between the railways and their patrons.

In conjunction with our LCL service we have instituted the pick-up and delivery service. There can be no misgivings in regard to this facility. It is costing a great deal of money. Nevertheless, it is in line with those policies of adaptability towards traders' requirements.

Here I would like to suggest that, in the interests of economical freight-shed working, the railway companies institute their own pick-up and delivery service in large cities.

Freight train operation has received and is still receiving very close attention. The movement of livestock, wheat, coal, oil and minerals is being expedited in creditable time. New and heavier power is being introduced in less but longer trains. Full capacity car loading is being enforced at every opportunity and is essential to the economic handling of equipment and avoidance of waste. In this regard I would suggest the raising of the minimum carload on certain commodities. The minimum of a 40-ton car of coal should be raised from 72,000 lbs. to 80,000 lbs. This is a small item in itself but on 1,000 cars it would be considerable.

I must now draw your attention to another development which has arisen in connection with our freight traffic. It has been customary with our railways to grant exceptional rates on certain traffics. These exceptional rates were granted either for the purpose of competing with some form of transport or for purely commercial reasons. The need for greater power in this regard and to bring the railways into line with all commercial undertakings necessitated the railways obtaining power to make contracts. This power was obtained under the Transport Act, 1933, and authorized the adoption of the "Agreed Charges". When placed into operation this would go a long way to reverting traffic back to rail.

In carrying out these improvements, we have not neglected another important side. I now refer to advertising. As far as economy goes, the railways have been letting their people know what they have been doing, and advertising and publicity has reached a very high standard of excellence. The display of posters, the use of electric signs, newspaper advertising, the issue of leaflets, folders, booklets, and holiday guides must have the effect of the departments concerned. Can any further suggestion be made? There are two kinds of advertising, viz., that which announces and that which persuades and a broad line of distinction can be drawn between these two. The Bargain fare excursion bill which tells the time of the train, the date of the excursion and the fare, is advertising of the announcement type; the poster that sets out the beauties of Jasper National Park and the choice of a holiday there is the creative type. The one deals with the facilities which exist, the other tries to persuade people to use them. Of the former, Agents receive sufficient for their needs, but rarely receive any of the latter. I would suggest that something be done in this regard.

In such a discussion as this the radio must not be overlooked. Station CFCN, Calgary, with a very wide range has advised me that spot announcements up to 100 words cost \$3.00 / message, condensed to 25 words an run as a time signal daily except Sunday costs \$5.00 per month. These are reasonable rates. Radio messages reach everyone and the radio is the most profitable advertising. Are we using this valuable agency to its fullest scope?

One experience gained from the difficult times through which we have been passing is the knowledge that the trade must be cultivated if it is to remain with the railways. It is no longer sufficient to provide a station to receive traffic, or a train to transport it, and then wait until it comes to us. If our particular form of transport is to survive it must adapt itself to industry just that little bit better than other forms of transport.

There are many ways by which this can be done. Most of you are aware of what we call as Warehousemen. Are we making the most of this facility? The railways of Great Britain have progressed far in this regard. They not only act as Warehousemen but they perform the necessary packing, unpacking and distribution as well as the necessary services. In fact they are now in a position to take charge of goods the moment they are manufactured and care for them to the point of delivery to the customer even to the extent of placing the goods on display in the customer's store. What a glorious comeback for rail transportation if the retail and wholesale warehouses were placed under our control. Have we the accommodation? We have ample at most country points, while in the larger cities the accommodation could soon be provided following the practical application of "standardized freight shed working". Under this working, freight shed accommodation would not be required except for warehousing purposes.

I would like to pass a few remarks regarding the counter use on the rail-railways. Perhaps its application is not generally feasible in this country, but I do feel that there are isolated cases where it might be used to advantage. At the Great Lakes Ports it should facilitate unloading merchandise. A container loaded at a forwarding point would be easily transferable from rail to ship and ship to rail. It would eliminate a great deal of sorting which causes so much delay and expense at destination, while its use would certainly do away with damage and assist claim prevention.

In the matter of the creation of new traffic, I am of the opinion that energetic efforts should be made to have British, French, and Central European firms transfer their interests to this side of the water. We have the necessary raw materials. We are sorely in need of population. The unsettled European situation is a favorable factor in this regard.

At our larger passenger stations we provide many facilities for the welfare of passengers, such as restaurants, passenger inquiry offices, waiting rooms, and hair dressing establishments; but when the question of "buying freight transport" arises, difficulty is immediately encountered and often a client has to be directed some distance away to find the office where the freight quotations can be given. I think this condition calls for immediate remedy.

No paper of this nature would be complete without mention of that most valuable asset, the employee. Up on the employee must rest the ultimate success or failure of our commercial activities, and co-operation as between all employees is essential and vitally necessary if a successful railway policy is to be assured. I am sure it will be appreciated from the details which I have given that the diversity of railway commercial activity requires that all employees must—if they would be successful—be men of resource and initiative who have acquired a thorough knowledge of the facilities and services the railways have to offer and be able to appreciate the complex trade requirements and tendencies of our vast country.

## Hot Weather Specials

Aslmer Soups	per tin	.10c
Jello Jelly Powder	3 kgs	.22c
Clover Leaf Fancy Salmon	2 tins	.37c
Corn Starch	2 pkg	.25c
Sardines	4 for	.25c
Egg Noodles	pkg	.10c
New Potatoes, Oranges, Lemons, Lettuce, Cabbage		

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**HIGH QUALITY**  
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**PRICE**

450 lb	\$58.25
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## BANNER HARDWARE AND GROCERIES

### IN THE QUAIN BOOK OF THE 16th CENTURY

In 300 years the art of brewing became an important industry in England. First in the 13th century brewing became known through waters of Burton on the Trent. Of the many books on the subject of Beer, one in particular deserves special mention. In 1573, H. Knarr published a work five volumes in, Erfurt with the quaint title, "On the Divine Noble Gift, the Philosophical High and Wondrous Art to Brewing Beer."

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"the BEST BEER MADE"

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